

**NEIGHBORHOOD COMPREHENSIVE DEVELOPMENT PLAN  
FOR BROWNTOWN/HEDGEVILLE**

Census Tracts 25, 26, & 27  
(Formerly Neighborhood # 14)

Department of Planning  
February 2009

This Comprehensive Development Plan replaces the  
Neighborhood Land Use Plan that was adopted by the  
City Planning Commission in 1959.

Recommended by:  
City Planning Commission  
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May 19, 1992

City Planning Commission  
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## **I. INTRODUCTION**

In the late 1950s the Wilmington Comprehensive Development Plan was devised. Consisting of a citywide plan plus thirteen neighborhood-specific plans, the Comprehensive Development Plan has guided the growth and development of the City for over thirty years. In 1959 a plan was created for the Browntown/Hedgeville Analysis Area, the boundaries of which are shown on Map A. This document is an update of the 1959 plan, establishing the goals for long-term development in Browntown/Hedgeville.

The Browntown/Hedgeville Comprehensive Development Plan provides a strategy for guiding growth and development for the next twenty years in the Browntown/Hedgeville Analysis Area. Although prepared by the City's Office of Planning, this Plan contains considerable public input. After completing a demographic analysis and a physical inventory of Browntown/Hedgeville, the Office of Planning prepared a notebook of neighborhood data as well as a detailed land use map. Using the notebook and the map, the Office of Planning prepared a list of land use and zoning recommendations which were presented to the community at a series of public meetings including those held before Planning Commission and City Council. Along with providing input regarding land use, the community contributed valuable information concerning issues such as transportation, safety, schools, parks, housing, and the environment.

This Plan is not static and is meant to be amended as the Browntown/Hedgeville Analysis Area changes. Amendments to the Plan, however, should be made only after thorough and comprehensive consideration of how these changes will affect the Browntown/Hedgeville community.

## **II. GENERAL CHARACTERISTICS OF BROWNTOWN/HEDGEVILLE**

### **A. Description**

The Browntown/Hedgeville Analysis Area is generally bounded on the north by Lancaster Avenue/Martin Luther King Jr. (MLK) Boulevard, on the east by Walnut Street and the Christina River, on the south by the City line, and on the west by Union Street and the City line. In 1988, the City expanded the area by annexing from New Castle County approximately 56 acres of land between Interstate 95 (I-95) and the Christina River at the City's southern boundary. Three census tracts comprise the area. Each of these census tracts delineates separate neighborhoods: tract 25 (St. Elizabeth's/Canby Park), tract 26 (Hedgeville), and tract 27 (Browntown).

The land uses in Browntown/Hedgeville include residential, commercial, light and heavy manufacturing, and open space. (See Map B.) Several defining features helped determine these uses. Railroad tracks were constructed in 1837, cutting the area in two from north to south. In general, the area west of the tracks developed residentially while the area east of the tracks contained industrial uses. The construction of I-95 paralleling the tracks and crossing them in northern Browntown solidified the division between the two areas. Two other defining features were Maryland and Lancaster Avenues; the first residential settlements and commercial enterprises developed along these early routes. The area west of the railroad tracks to Broom Street developed residentially in the nineteenth and early twentieth centuries, becoming the center of Wilmington's Polish community. The area west of Broom Street has developed residentially predominantly since 1930.

The newest area of development in the Browntown/Hedgeville Analysis Area is the portion annexed to the City's southern border, heretofore referred to as "Harbor Park." Presently predominantly containing vacant structures and a poorly maintained street system, Harbor Park is slated for infrastructure improvements followed by light industrial, commercial, and recreational development. A floodway fringe area exists in Harbor Park as well as along the Christina River, the railroad tracks, and a stream bed in Canby Park. (See Map C.)

## B. Demographics

### 1. Population

#### a. Present total population:

While Citywide population increased by 1,334 people (1.9% increase) between 1980 and 1990, Browntown/Hedgeville lost 452 residents (5.5% decrease) over the same time period. By examining the separate census tracts, it can be seen that tracts 25 and 26 (St. Elizabeth's/Canby Park and Hedgeville) suffered the reduction (9.4% and 7.2% respective losses) while tract 27 (Browntown) increased in population (6.3% increase).

#### b. Population projections:

It is estimated that the population of Browntown/Hedgeville will remain basically stable over the next ten years. The Delaware Population Consortium projects that the population of Wilmington will grow by only 2.6% or 1,870 residents between 1990 and 2000. It is projected that most of this growth will occur in areas of the City other than Browntown/Hedgeville due to the diminishing amount of developable land suitable for residential uses in this area.

#### c. Minority population:

The 1990 census figures for Browntown/Hedgeville indicate that 16.4% of the population is minority. This is an increase from 1980, when only 11.3% of the Browntown/Hedgeville population was from a minority group. This increasing percentage of minorities has also been the trend for the City as a whole.

#### d. Elderly population:

Browntown/Hedgeville has a larger percentage of elderly population (65 and older) than the City as a whole. While the percentage of elderly in both the City and the analysis area have increased over the past twenty years, the increase has been greater in Browntown/Hedgeville. The percentages of elderly in the City and the analysis area are as follows:

	<u>% Elderly</u>		
	<u>1970</u>	<u>1980</u>	<u>1990</u>
City	14%	16%	15%
Browntown/ Hedgeville	12%	18%	21%

Part of this increase is accountable to the presence of housing for the elderly in census tracts 25 and 26. Census tract 27, however, with no such special housing for the elderly, still contains a much greater percentage of elderly population (21%) than the City as a whole (15%).

## 2. **Labor Force**

According to census data, between 1970 and 1980, the civilian labor force of Browntown/Hedgeville dropped 10.9%, from 4,158 to 3,703 workers. This decline was commensurate with that of the Citywide labor force. The unemployment rate in Browntown/Hedgeville has been historically lower than that for the City as a whole. For example, in 1980, the unemployment rate in Browntown/Hedgeville was 6.8%, while that of the City was 9.5%. Of those employed, the major categories of employment were: managerial/professional (14.3%), technical/clerical (26.6%), production/craft/repair (17.2%), and service workers (18.0%). The occupational structure of Browntown/Hedgeville was similar to that of the City as a whole except that Browntown/Hedgeville contained a smaller proportion of managerial and professional workers and a significantly larger proportion of production, craft, and repair workers.

## 3. **Income**

The average 1980 household income for Browntown/Hedgeville was \$18,204, which was 11.5% higher than the Citywide average household income of \$16,333. The three census tracts in Browntown/Hedgeville exhibited a wide disparity in average household income: tract 25 registered a high average income of \$21,649 while tract 26 had a low average income of \$15,398, and tract 27 had a moderate average income of \$17,774. In 1980, 1,732 households in Browntown/Hedgeville were defined as low income while 168 of these households were at the poverty level. Browntown/Hedgeville registered a much lower low income and poverty rate than the City as a whole.

#### **4. Household Characteristics**

The composition of families in Browntown/Hedgeville is considerably different than that of the City as a whole. The 1990 Census of Population and Housing reveals that while only 54.1% of Citywide family households are married couples, in Browntown/Hedgeville, the percentage is 67.2%, soaring to 73.4% in census tract 25. The percentage of the population living alone in Browntown/Hedgeville (14.0%) is consistent with that for the City (14.5%).

#### **5. Housing**

According to the 1990 Census of Population and Housing, Browntown/Hedgeville contains a total of 3,460 housing units, marking a 4.1% increase over 1980. The vacancy rate of 7.3% is below the Citywide rate of 8.6%. A 1989 City study of vacancy yielded favorable rates for Browntown/Hedgeville, reporting that of the 577 vacant buildings in the City, only 31 were in Browntown/Hedgeville.

1990 Census data shows that the percentage of owner-occupied housing units for Browntown/Hedgeville (78.7%) greatly exceeds the City's rate (53.1%). The median value for a house varies greatly between the three census tracts. The median value in tract 25 (\$82,800) is considerably higher than the Citywide median value (\$77,800) while the median values in tracts 26 and 27 (\$64,600 and \$61,900, respectively) dip below the Citywide median.

The Browntown portion of Browntown/Hedgeville (census tract 27) has experienced a surge in residential construction over the past several years. Since 1985, there have been 25 subdivisions in Browntown, accounting for 14.8% of the Citywide total. In the period from January 1986 to May 1990, 1,615 new construction projects were begun Citywide; 212 or 13.1% of these were in Browntown. Although the Hedgeville and St. Elizabeth's neighborhoods only registered five subdivisions between 1985 and the present, one of these subdivisions added 111 units to the area.

### **III. LAND USE AND ZONING PLAN**

#### **A. Land Use and Zoning History**

In order to effectively plan for the future development of Browntown/Hedgeville, it is necessary to understand the plans which guided development in the past, the patterns of development under those plans, and the current status of land use and zoning.

##### **1. 1959 Land Use Plan**

The Browntown/Hedgeville Analysis Area was included in the 1959 Comprehensive Development Plan for the south and southwest portions of Wilmington. The 1959 plan consisted of an inventory and description of present conditions as well as an explanation of land use recommendations.

The two maps on the following pages depict the proposed development for Browntown/Hedgeville under the 1959 plan. In summary, the 1959 plan made the following recommendations:

##### **a. Residential development:**

The majority of the area was envisioned as remaining as row houses. The area south and west of Bayard Junior High School and the area north of Brown Park were targeted as regions for the maintenance of one-family detached or semidetached dwellings. This development pattern has generally occurred.

##### **b. Street development:**

The construction of I-95 (then known as Federal Aid Interstate Route 2), a connector street between Union and Lincoln Streets, and a connector between I-95 and Front Street were supported in the plan. I-95 and the Union/Lincoln connector were constructed, but the I-95/Front connector was never built.

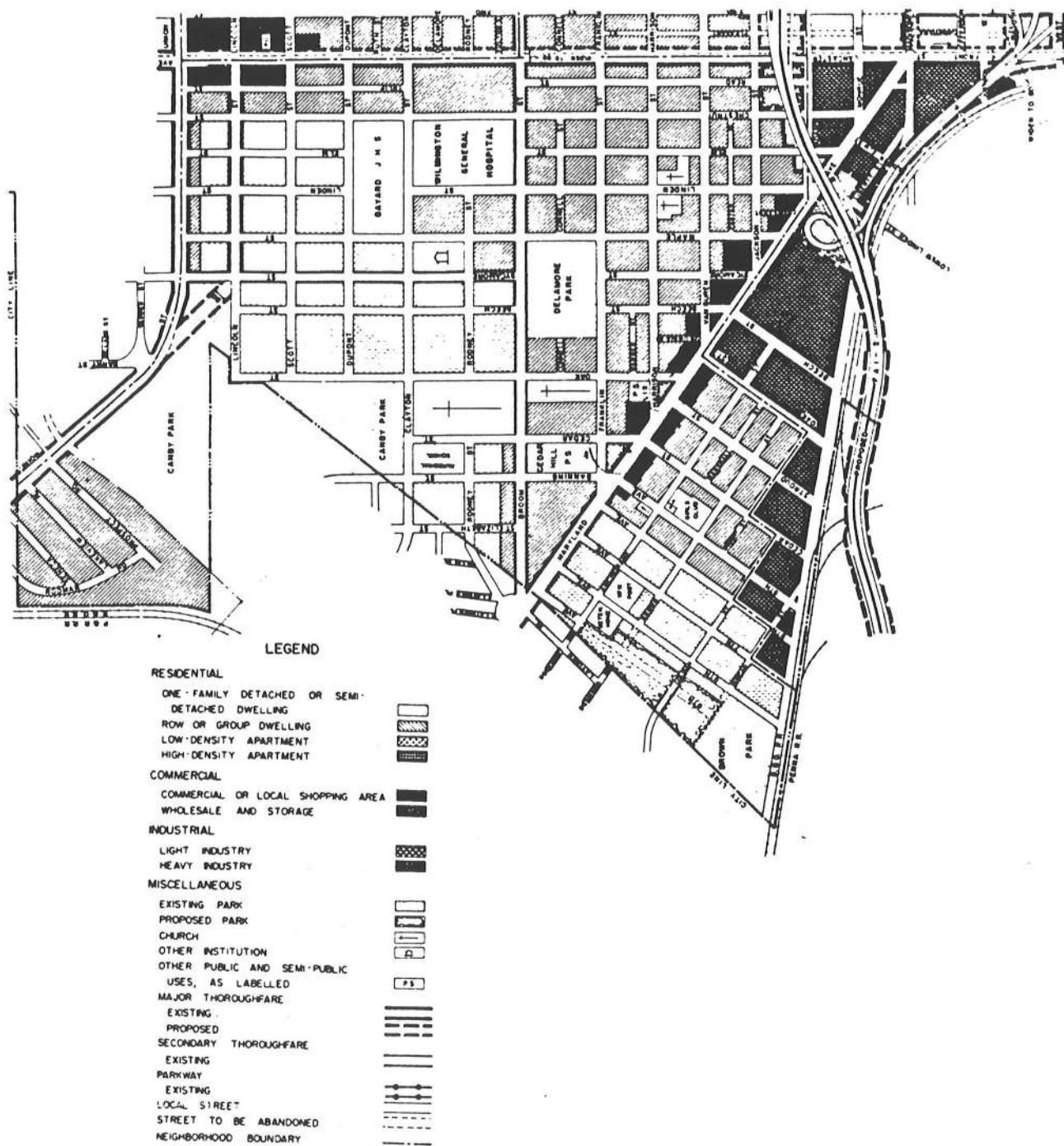
##### **c. Park development:**

Three parks were proposed for the following areas: 1) a vacant area in Browntown between Ninth Avenue and the City line, 2) a triangular plot at the intersection of Maryland Avenue and Harrison Street, and 3) a triangular plot at the intersection of Maryland Avenue and Franklin Street. Only #2 was built.

##### **d. Commercial development:**

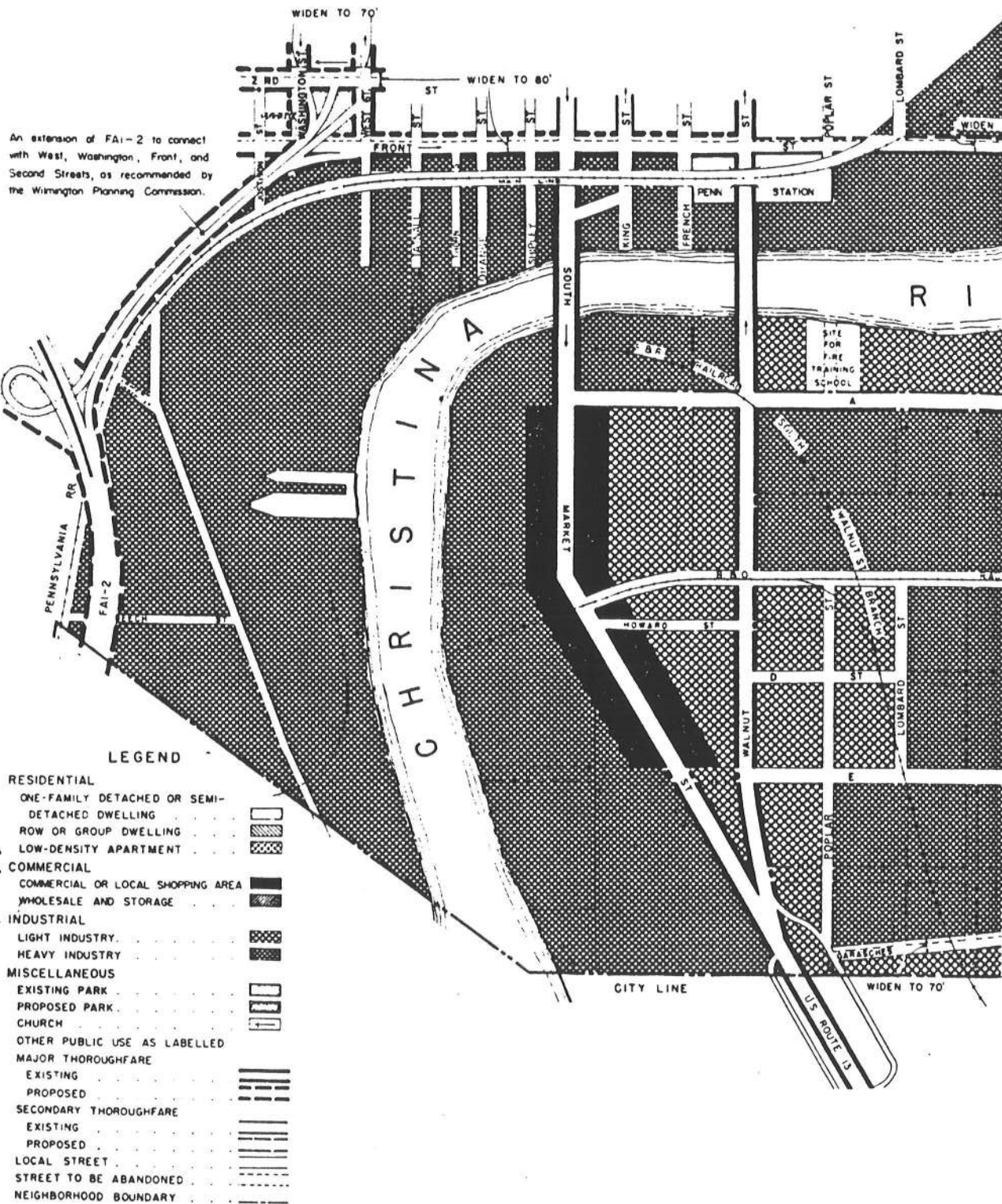
A corridor of commercial development was planned along Maryland Avenue, on the west side from Linden to Cedar Streets and on the east

## 1959 PROPOSED DEVELOPMENT PLAN





# 1959 PROPOSED DEVELOPMENT PLAN





side from Oak Street to 5th Avenue. A small commercial node was also planned at the corner of Union Street and Lancaster Avenue. Both of these areas developed commercially.

e. Industrial development:

The area extending from the Christina River to the western side of the railroad tracks was envisioned as entirely heavy industrial with no light manufacturing, commercial, or residential sections. This area has developed as predominantly light manufacturing and heavy commercial uses.

2. **Changes in Land Use and Zoning Since 1959**

In 1962, a new City building zone ordinance was instituted. This new zoning code was consistent with the 1959 Plan and, in fact, incorporated many of the Plan's recommendations for Browntown/Hedgeville. For example, a band of commercial zoning was placed along Maryland Avenue; manufacturing zoning was placed along the railroad tracks and in the area between the tracks and the river; and the triangle at the intersection of Maryland Avenue and Harrison Street was zoned as open space and made into Pulaski Triangle.

Since the 1962 zoning code was passed, 24 rezoning actions have occurred in Browntown/Hedgeville. The majority of the rezonings have occurred in five areas: along the B&O railroad tracks in Browntown, Maryland Avenue, Lancaster Avenue, the waterfront, and in the area of the former site of Wilmington General Hospital.

a. Along railroad tracks:

Rezonings in this area reveal an attempt to strengthen the single-family character of the neighborhood. First, in the mid-1970s an area in which row houses were allowed to be converted into apartments was rezoned to prohibit these conversions. A desire to further preserve the neighborhood is seen in the conversion of manufacturing zoning to residential zoning in the area between Stroud and Cedar Streets. In 1984, additional manufacturing land was rezoned as open space for Michaels' Playground.

b. Maryland Avenue:

Numerous rezonings occurred on both sides of Maryland Avenue between Oak Street and the City line in the 1960s. In order to expand commercial zoning further south along Maryland Avenue and further east and west on either side of Maryland Avenue, residential areas

were rezoned commercially or given higher density residential classifications.

c. Lancaster Avenue/MLK Boulevard:

Rezoning along this corridor west of Madison Street allowed more intense land uses, changing residential zones to commercial or manufacturing zoning or neighborhood commercial zones to more intense commercial zoning. Conversely, the area east of Madison Street has experienced rezoning intended to create less intense uses. With the redevelopment of the train station and the construction of the Christina Gateway, properties along this corridor have been rezoned for less intense commercial purposes on the south side of MLK Boulevard.

d. Waterfront:

In 1979, the Office of Planning published "A Pilot Plan For Wilmington's In-Town Riverfront." This plan pinpointed the area of Browntown from South Madison Street to the Christina River as a "Priority Conservation Area." In the early 1980s, all land along the Christina and Brandywine Rivers within the City was rezoned with newly instituted Waterfront Zoning Districts. The entire area bounded by the railroad tracks, Walnut Street, the Christina River, and a thin strip along the west bank of the river was given waterfront zoning classifications. In 1988, land adjacent to the waterfront was annexed at the City's southern border and given a waterfront zoning classification.

e. Area around former Wilmington General Hospital site:

In 1984, the site of the former Wilmington General Hospital was rezoned for multi-family dwellings. A nearby property was changed from single-family to multi-family zoning in 1989 in order to accommodate housing for the elderly.

B. **Current Land Use and Zoning**

The current land use patterns in Browntown/Hedgeville are identified on Map B while zoning for the area is outlined on Map D.

1. **Residential**

There are several established residential areas in Browntown/Hedgeville. Browntown is a clearly defined neighborhood south of Oak Street between Maryland Avenue and the railroad tracks. It is one of the few neighborhoods

in the City that must deal with adjacent residential and manufacturing areas. The Hedgeville neighborhood extends from Maryland Avenue to Broom Street while the area around St. Elizabeth's Church and Canby Park Estates comprise two additional distinct neighborhoods.

The following section describes the types and location of residential development in Browntown/Hedgeville:

a. Medium-Low Density:

This type of development includes uses designed for 20 to 50 persons or 8 to 20 dwelling units per acre. Typical uses include semidetached and detached single-family dwellings. Typical zoning would be R-2 (single-family detached and semidetached). This type of land use and zoning is found in the large area around St. Elizabeth's from Broom to Union Streets.

b. Medium Density:

This type of development includes uses designed to retain the general row house character of an area, allowing 50 to 70 persons or 20 to 35 dwelling units per net acre. Typical uses include single-family row houses, small lot row houses, and row houses converted into apartments with not more than two families per story. Corresponding zoning is R-3 (single-family row houses) and R-4 (row houses with conversions). Most of the Browntown, Hedgeville, and Canby Park neighborhoods are composed of R-3 zoning. The only area of R-4 zoning is found near the commercial center at the intersection of Union Street and Lancaster Avenue.

c. Medium-High Density:

This type of development includes uses designed for 50 to 70 persons or 20 to 45 dwelling units per net acre. Typical uses include garden apartments and small apartment buildings. Corresponding zoning would be R-5-A (low density apartment houses) and R-5-B (medium density apartment houses). The only area of R-5-A in Browntown/Hedgeville is near the intersection of Broom Street and Maryland Avenue. R-5-B development is found on and near the former site of Wilmington General Hospital.

2. **Commercial**

The development of commercial uses in Browntown/Hedgeville has taken place primarily along major thoroughfares: Maryland Avenue, Lancaster Avenue/MLK Boulevard, and Union Street. Other permitted commercial uses are found on corner properties within residential neighborhoods.

Below are descriptions of the prevalent commercial land use classifications and their application in Browntown/Hedgeville:

a. Neighborhood Commercial:

Uses within this category are defined as retail shops or personal service establishments which are intended to serve the immediate area. They are typically located on a building's ground floor, often with residential uses located on the upper floors. Typical uses include dry cleaners, package stores, laundromats, and restaurants. Corresponding zoning is C-1 (neighborhood commercial). Although neighborhood shopping establishments are widespread throughout Browntown and Hedgeville, only three small areas (the intersection of Broom Street and Maryland Avenue, Lancaster Avenue from Broom to Layton Streets, and the corner of Union and Chestnut Streets) are zoned C-1. Most of the neighborhood commercial operations are corner establishments scattered throughout the residential neighborhoods.

b. General Commercial:

These commercial uses fulfill general shopping and business needs of substantial segments of the City outside of the central business district and are generally found along major thoroughfares. Uses include general retail, restaurants, and business offices.

Corresponding zoning is C-2 (secondary business commercial centers). Maryland Avenue, one of the major general commercial corridors in the City, is predominantly zoned C-2. Another node of general commercial activity, the intersection of Union Street and Lancaster Avenue, is zoned C-2.

c. Central Retail:

This classification is designed for the portion of the central business area which contains the main retail district. Uses generally involve a wide variety of retail and display services. Corresponding zoning is C-3 (central retail). Browntown/Hedgeville contains only a small area of C-3 zoning at the southern edge of the central business district on the southern side of MLK Boulevard.

d. Heavy Commercial:

These uses involve wholesaling and warehousing activities. Typical uses include storage yards, auto sales, repair, parts and salvage operations, lumber yards, and construction equipment storage.

Corresponding zoning is C-5 (heavy commercial). Although Browntown/Hedgeville contains this type of development along MLK Boulevard as well as in the industrial area near the railroad tracks in Browntown, C-5 zoning is only found along MLK Boulevard.

### 3. **Manufacturing**

Browntown/Hedgeville contains manufacturing uses along the railroad tracks in Browntown, along Maryland Avenue north of Oak Street, and between the railroad tracks and the Christina River. The following provides a description of the manufacturing land use classifications and their application in Browntown/Hedgeville:

#### a. Light Manufacturing:

This land use classification includes operations involving scientific research, light manufacturing or fabrication, or wholesale storage and warehousing. Uses must meet performance standards which regulate all noticeable external effects. These uses are often compatible with residential development and serve to buffer residential neighborhoods from more onerous land uses. The corresponding zoning classification is M-1 (light manufacturing). Light manufacturing uses can be found near the railroad tracks in Browntown and in the area between the Christina River and the railroad tracks. M-1 zoning is found in a three block area along the railroad tracks in Browntown and along Lancaster Avenue between Monroe Street and I-95.

#### b. Heavy Manufacturing:

This land use includes large-scale industries. Corresponding zoning is M-2 (general industrial). Browntown/Hedgeville contains heavy manufacturing uses in the area bounded by the railroad tracks, Oak Street, Maryland Avenue, and Bird Street and in the area between the Christina River and the railroad tracks. M-2 zoning composes a large segment of the analysis area, generally extending north of Oak Street from Maryland Avenue eastward almost to the Christina River. A small area of M-2 zoning is also found along the railroad tracks in Browntown.

### 4. **Waterfront**

The waterfront in Browntown/Hedgeville along the Christina River has historically been a working waterfront with ship and railroad car manufacturers, warehouses, and other heavy commercial and light manufacturing uses. Special waterfront zoning classifications were created in the early 1980s in order to encourage high quality development along

Wilmington's rivers while protecting and enhancing the resources found along these waterways. The following provides a description of the waterfront land use classifications as they apply to Browntown/Hedgeville:

a. Waterfront Manufacturing:

This land use classification includes manufacturing and heavy industrial uses. Corresponding zoning is W-1 (waterfront manufacturing). Waterfront manufacturing uses and zoning are found in a strip of land near the City's southern border along the Christina River.

b. Waterfront Commercial/Manufacturing:

This classification provides for areas where manufacturing uses are well-established and where commercial development is possible due to locations near highways. The corresponding zoning, W-2 (waterfront manufacturing/commercial), is found along the Christina River and extends up to the railroad tracks. W-2 zoning was also chosen for Harbor Park to encourage research and office parks and commercial recreational uses.

c. Waterfront Residential/Commercial:

This land use, with corresponding zoning W-4 (waterfront residential/commercial), is designed to provide areas adjacent to the central business district and residential neighborhoods where medium to high density residential, retail, and office development may take place. The area bounded by the railroad tracks, Walnut Street, the Christina River, and Tatnall Street is zoned W-4.

5. **Open Space**

This land use is generally defined as undeveloped land which has been dedicated for the use and enjoyment of the public for rest and recreation. It also provides permanent light and air to surrounding development. Uses include parks, playgrounds, and baseball fields. Corresponding zoning is O (open space).

There are currently five parks in Browntown/Hedgeville: Brown Park, Michaels' Playground, Pulaski Triangle, Kosciuszko Park, and part of Canby Park.

6. **Institutional, Public, and Quasi-Public Uses**

This category includes places of worship, lodges, medical and community centers, public and parochial schools, libraries, community service



organizations, police and fire stations, community centers, and public parking facilities. These uses are generally permitted in appropriate residential and commercial districts and are found scattered throughout Browntown/Hedgeville.

#### **7. Vacant/Underutilized**

Vacancy of buildings and underutilization of property are not widespread in Browntown/Hedgeville west of the railroad tracks. In fact, according to the 1990 Census of Population and Housing, only 7.3% of the housing stock was vacant. As residential development has been very active in this area in the past decade, there are few parcels which remain undeveloped. The area east of the railroad tracks, including Harbor Park, presents a different story. Once predominantly a shipyard, this area contains many vacant warehouses and much undeveloped land. A vacant area along the waterfront between South Market and South Orange Streets has become occupied by the homeless.

### **C. Proposed Land Use and Zoning**

This section identifies a recommended pattern of development which would benefit Browntown/Hedgeville. It begins with a discussion of neighborhood concerns which have been identified by the Office of Planning, community leaders, and residents of Browntown/Hedgeville. It then presents a series of land use and zoning recommendations to address these issues.

#### **1. Major Land Use Issues**

##### **a. Stabilization of Residential Neighborhoods:**

Perhaps the greatest strength of the Browntown/Hedgeville area is its cohesive residential neighborhoods which contain a stable population enjoying a relatively high quality of life. These neighborhoods, however, can be threatened by outdated zoning district boundaries which may encourage incompatible commercial uses. An area of special concern is the Maryland Avenue corridor.

##### **b. Stabilization of Commercial Areas:**

Residents expressed concern about the vacancy of former commercial establishments. As more retailing takes place at suburban malls, there may be a need to reduce the area for possible commercial development in order for existing commercial development to concentrate and form commercial nodes.

c. Manufacturing and Industrial Land Uses Near Residential Areas:

A large portion of eastern Browntown/Hedgeville is composed of land which is zoned for industrial uses. Both the Office of Planning and the community recognize that manufacturing uses should be encouraged in the City in that they provide employment opportunities and expand the tax base. The challenge is to ensure that manufacturing uses do not have a negative impact on areas which they abut. The manufacturing areas within and adjacent to Browntown are of special concern.

d. Waterfront Development:

The City is encouraging the location of quality industrial and light manufacturing uses, particularly research and light industrial parks, in the areas adjacent to the Christina River. A large area of Browntown/Hedgeville between the railroad tracks and the Christina River is zoned with a designation (M-2) which does not promote this type of high quality development. Proper land use controls are needed to protect and encourage appropriate investment.

2. **Land Use and Zoning Recommendations**

Based on these major land use issues, a proposed land use plan was developed and is shown on Map E. In order to implement the proposed land use plan for Browntown/Hedgeville, the twelve zoning recommendations described below and depicted on Map F should be implemented.

AREA # NAME

- 1 SOUTHEAST CORNER OF SCOTT STREET AND LANCASTER AVENUE - 2, 4, 6, 8, and 10 Scott Street and 1732, 1734, 1736, and 1738 Lancaster Avenue

Due to the present residential use of these properties and their position as part of a solidly residential block, the land use plan recommends that they remain residential. These properties, however, are currently zoned C-2 for secondary business centers. It is proposed that these properties be rezoned to a residential classification such as R-3 (single-family row houses) or R-4 (row houses with conversions).



- 2      RESIDENTIAL AREA NEAR THE INTERSECTION OF UNION STREET AND LANCASTER AVENUE - Area bounded by Lancaster Avenue, Dupont Street, mid-block between Elm and Chestnut Streets, Union Street, Tulip Street, and mid-block between Lincoln and Scott Streets

The area in question is currently used as single-family row houses, single-family detached and semidetached houses, and one commercial use. The land use plan recommends that all of these uses are appropriate for this predominantly residential area. The entire area, however, is currently zoned R-4 for row houses with conversions. It is proposed that the area north of Chestnut Street be rezoned to R-3, the area south of Chestnut Street be rezoned to R-2, and the property at 1806 Tulip be rezoned to C-2 to better reflect the actual uses of these properties.

- 3      POST OFFICE AREA - Strip of land between the rear property lines of residences and businesses on Broom Street between Lancaster Avenue and Chestnut Street and the existing C-1 zoning line

Due to its location along a major thoroughfare and its position as part of a large parcel owned by the Post Office, this area is recommended as neighborhood commercial land use in the land use plan. The area, however, is presently zoned R-3 while the balance of the Post Office property is zoned C-1. It is proposed that the area be rezoned to C-1.

- 4      UPPER MARYLAND AVENUE - Western side of Maryland Avenue between Linden and Columbia Streets, properties not facing onto Maryland Avenue; residences on Maryland Avenue between Columbia and Oak Streets

Due to the present cohesive residential character of these blocks, the land use plan recommends that they remain predominantly residential with a small area of neighborhood commercial land uses along Beech Street between Van Buren and Maryland Avenue. These blocks, however, are currently zoned C-2 for secondary business centers. It is proposed that the C-2 zoning be reduced to a narrower strip along Maryland Avenue. The western edge of the current C-2 area containing residences would be rezoned R-3 (single-family row houses) with a node of C-1 zoning along Beech Street.

- 5      BLOCK CONTAINING THE WEST END ROD AND GUN CLUB - Properties containing row houses on Harrison between Oak and Cedar Streets, the West End Rod and Gun Club, and the garages on Franklin Street

Due to the residential character of the area and to protect the nearby school and Hillside House from incompatible development, the land use plan recommends neighborhood commercial development. The area, however, is zoned C-2 for secondary business centers. It is recommended that these properties be rezoned C-1.

- 6      LOWER MARYLAND AVENUE - Eastern side of Maryland Avenue between Stroud and Cedar Streets and 6th and 7th Avenues and properties facing onto Stroud and Cedar Streets and 5th and 6th Avenues

Due to the residential character, scale, and use of these blocks, the land use plan recommends that these properties remain residential. These properties, however, are zoned C-2 for secondary business centers. It is proposed that these properties be rezoned R-3 for single-family row houses.

- 7      M-2 AREA ON WESTERN SIDE OF RAILROAD TRACKS -Property bounded by 6th Avenue, Coleman Street, Cedar Street, and the railroad tracks

In order to protect the adjacent neighborhood from incompatible M-2 uses and to better reflect the current use of the land, the land use plan proposes light manufacturing development in this area. The land, however, is currently zoned M-2 for heavy manufacturing. It is proposed that this area be rezoned M-1 for light manufacturing.

- 8      R-3 AREAS ADJACENT TO RAILROAD TRACKS - Strip of land north of Brown Park and west of railroad tracks (not including 401 and 409 8th Avenue) and the area bounded by Coleman Street, the railroad tracks, and Cedar Street

In order to reflect the current use of the land and to encourage appropriate development near the railroad tracks, the land use plan recommends light manufacturing development in these areas. The parcels, however, are zoned R-3 for single-family row houses. It is proposed that these parcels be rezoned M-1.

- 9      MARYLAND AVENUE FROM I-95 TO DUPONT LABS - Strip of properties facing onto eastern side of Maryland Avenue between I-95 and the unnamed street on the northern side of the Dupont Labs

The land use plan recommends that these properties be maintained as part of the commercial corridor along Maryland Avenue south of I-95. These properties, however, are zoned M-2 for heavy industrial use. It is recommended that they be rezoned C-2

- 10     GENERAL MANUFACTURING AREA ON MARYLAND AVENUE BETWEEN I-95 AND MLK BOULEVARD - Area on eastern side of Maryland Avenue bounded by Maryland Avenue, MLK Boulevard, the railroad tracks and I-95.

The land use plan recommends light manufacturing in this area because this land use is: a) compatible with adjacent commercial and light manufacturing areas, b) appropriate for development along this major gateway to the City from I-95 to the downtown, and c) compatible with the present uses on the site. This area, however, is currently zoned M-2 for heavy industrial uses. It is proposed that this area be rezoned to M-1.

- 11     EMBANKMENT OF RAILROAD TRACKS - Strip of land bounded by the railroad tracks, Avenue of the Arts, MLK Boulevard, and French Street

The land use plan recommends that these properties be used for central retail uses which would be appropriate for this area near the edge of the downtown and the railroad station. Although most of the embankment is zoned C-3, one portion is presently zoned C-5 for heavy commercial uses. This zoning would allow incompatible uses such as open storage in the area. It is recommended that this area be rezoned to C-3 to match surrounding zoning.

- 12     ROUNDHOUSE INDUSTRIAL AREA - Area bounded by the railroad tracks, West Street, the western boundary of the W-2 district, the northern boundary of the W-1 district, the Christina River, and the former City line

Due to the current City policy of encouraging high quality industrial and research parks and commercial uses along the waterfront and due to the present use of the land for light

manufacturing and commercial uses, the land use plan recommends that this large area be used for waterfront commercial and manufacturing uses. The area, however, is currently zoned M-2 for heavy industry and W-1 for waterfront manufacturing. It is recommended that this entire area be rezoned to W-2 (waterfront commercial/manufacturing) in order to encourage appropriate development. Before rezoning, it is recommended that the W-2 classification be modified to permit some consumer recycling operations, such as the fiberglass igloos which are part of the statewide recycling program established by the Delaware Solid Waste Authority. The City Department of Public Works plans to open a recycling site on the grounds of the Public Works facility on South Madison Street. These types of consumer oriented, small-scale recycling centers were not considered when the waterfront designations were originally created.

Other future plans and needs of the Public Works facility should also be considered during the review of the W-2 regulations.

#### **IV. TRANSPORTATION AND THOROUGHFARE PLAN**

##### **A. Current Conditions**

##### **1. Circulation Routes**

The current street system is depicted on Map G. The overall circulation pattern for Browntown/Hedgeville is as follows:

###### **a. Freeways:**

I-95 cuts through Browntown/Hedgeville with exit ramps on to Maryland Avenue and on ramps at MLK Boulevard.

###### **b. Primary Circulation Routes:**

Due to its large size, Browntown/Hedgeville has several primary circulation routes. On its eastern boundary, South Market Street acts as a feeder for southbound traffic to Route 13 while South Walnut Street feeds northbound traffic into the downtown. The primary route cutting across the area from west to east is Lancaster Avenue, which becomes MLK Boulevard east of I-95. The primary route cutting across the area diagonally is Maryland Avenue. On the western border of the area, Union Street runs in a southerly direction, leading traffic onto Route 2 (Kirkwood Highway). Lincoln Street parallels Union Street, running in a northerly direction towards Pennsylvania Avenue.

All of these primary circulation routes are state-maintained roads except the portion of Lincoln Street north of Sycamore Street.

###### **c. Secondary Circulation Routes:**

Broom Street, a state-maintained road, acts as a secondary circulation route, travelling north and south through the middle of the analysis area.

###### **d. Commercial Routes:**

In 1991, the Browntown Truck Route was constructed to connect Fifth Avenue and Duncan Street to Beech Street. This route was constructed to facilitate the movement of trucks from I-95 and Maryland Avenue to the industrial areas along the railroad tracks and to alleviate the negative impacts of tractor trailers passing through the narrow residential streets of Browntown.

## 2. **Vehicular Accidents**

Map H depicts intersections that experienced four or more accidents in 1990. The majority of the accidents occurring in 1990 in Browntown/Hedgeville happened along the MLK Boulevard/Lancaster Avenue axis. Of particular concern is the area surrounding I-95, which was the scene of over 40% of all reported accidents in the analysis area.

When an intersection yields five or more accidents per year, it is analyzed by the Traffic Division of the City's Department of Public Works to determine whether there is a structural or equipment-related cause such as poor visibility or faulty traffic control equipment. Intersections with ten or more accidents per year and for which a correctable cause has been identified are listed for remedial action. The Traffic Division has determined that the accidents occurring at the most dangerous intersections in Browntown/Hedgeville were not due to inadequate equipment or intersection structure but were, rather, the result of high volume traffic. No improvements are anticipated for these intersections at present.

## 3. **Public Transportation**

The Delaware Administration for Regional Transit (DART) operates ten bus routes that serve Browntown/Hedgeville. These routes provide access to downtown Wilmington, Belvedere, Elsmere, Edgemoor, Fairfield, Newark, Newport, New Castle, Stanton, the Greater Wilmington Airport, and points in between. Map I delineates these routes and indicates areas that are more than 600 and 1200 feet from a bus route. The only regions that appear to have inadequate service are industrial areas where the present demand for service is not high.

## B. Recommended Changes

In light of recent and planned development in Browntown/Hedgeville, thoroughfare and transportation issues should be considered in the following areas:

### 1. **Harbor Park**

A 1990 study by Hammer, Siler, George Associates revealed that the area which was annexed in 1988 has significant capacity for additional development. To create optimal conditions for this development, the road network in and leading into this area must be improved in the following ways:

a. Resurfaced streets:

The main feeder into Harbor Park, South Madison Street, has recently been repaved at its northern end but requires additional work at its southern end. Beech Street may also require repaving to accommodate increased traffic due to development of the annexed land. These thoroughfares may require additional improvements such as widening, drainage improvements, and installation of pedestrian walkways as Harbor Park is further developed and increasingly used.

b. Secondary feeders:

Once development of Harbor Park does occur, Linden and Beech Streets will act as secondary feeders for incoming traffic. Residents of Browntown/Hedgeville are concerned that the resultant traffic will cause considerable disturbance in their neighborhoods. In preparation for a potential baseball stadium in the annexed land, the City commissioned a traffic study which found that a baseball stadium would not create overcapacity on these secondary feeders. These roadways should be monitored, however, to ensure that future development does not have a negative impact on the Browntown and Hedgeville neighborhoods.

c. Public transportation accessibility:

Harbor Park is not currently serviced by public transportation. Development of the annexed land may cause an increased need for extension of a bus route to this area for both occupational and recreational uses.

2. **The Intersection of Maryland Avenue, Read Street, Madison Street, and MLK Boulevard**

This area is currently problematic with many accidents and a confusing street pattern and will require significant improvement if substantial new development is to occur in the area between I-95 and the Christina River. The City is currently planning to purchase and demolish some of the properties located in the triangle formed by Read Street, Maryland Avenue, and Madison Street and to reconfigure the intersection in order to improve turning radiuses from Maryland Avenue and MLK Boulevard on to South Madison Street and from Maryland Avenue on to MLK Boulevard.



### 3. **East-West Connector**

The consultants Hammer, Siler, George identified several potential development sites in the area south of the railroad tracks between Walnut and Madison Streets. The development of these sites, however, may be hampered by the lack of an adequate east-west connector. At present this area has only one connector linking the east and west, Bell Alley, which is considered hazardous for two way traffic due to its narrowness. A new east-west connector possibly upgrading and expanding Water Street would improve circulation and strengthen the area for office and light industrial development.

### 4. **Areas with Unattractive Streetscapes**

The streetscape of a thoroughfare includes its appearance (i.e. plantings, utility lines) and amenities (i.e. benches, sidewalks). Improving the streetscape increases the attractiveness of an area for possible development. Currently, the streetscape of the following areas should be improved:

- a. Route from I-95 exit on Maryland Avenue to downtown area:  
Presently, the motorist exiting I-95 at Maryland Avenue and heading toward the downtown encounters an unattractive streetscape along Maryland Avenue and MLK Boulevard. As this is one of the major gateways to the City, this route should be made more attractive. In order to create an attractive entryway into the core of downtown, streetscape improvements such as improved signage and landscaping should be used.
- b. Area between I-95 and the Christina River:  
The streetscape quality of this area is consistently poor. Uninviting and problematic streetscape characteristics include above ground telephone and electrical lines, few street lights, no trees or landscaped areas, no benches, no trash receptacles, no sidewalks, and visual blight caused by debris and overgrown vegetation. If the annexed land is to become fully developed with office, commercial, and recreational uses, streetscape improvements should be carried out on South Madison Street and on the potential east-west connector.



## **V. UTILITIES AND PUBLIC FACILITIES PLAN**

### **A. Current Conditions**

#### **1. Public Schools**

The entire Browntown/Hedgeville area is located within the Christina School District. With the exception of kindergarten at the Douglass Kindergarten in Canby Park and grades 4 through 6 at the Pulaski and Bayard Schools, all other grades are bused to Newark schools. As total enrollment declined between 1970 and 1980 from 2,306 to 1,597 students, the school system serving Browntown/Hedgeville is adequate to meet the needs of the area's current and projected populations.

#### **2. Water and Sewer Services**

The Browntown/Hedgeville area is served by two water service zones: high elevation (water flowing from the Porter Finished Water Reservoir to the Cool Spring Gate House to various distribution mains) and low elevation (water from Cool Spring Reservoir). The sewer system serving Browntown/Hedgeville combines a storm drainage and sanitary system. The Foreman's Run F and C interceptors carry the sewage to the pumping station at 12th and Thatcher Streets and then on to the Cherry Island Regional Sewage Treatment Plant for processing.

According to the Wilmington Department of Public Works, water and sewer services are adequate for present and future development in most of Browntown/Hedgeville. The level of development projected for Harbor Park, however, will necessitate water and sewer service improvements in this area.

#### **3. Electricity, Gas, and Communication Lines**

Electric power and natural gas are supplied by Delmarva Power and Light to all of Wilmington. Delmarva Power has the capacity to meet the forecasted need for electricity and gas in Browntown/Hedgeville for the next twenty years.

The State of Delaware is served by the Diamond State Telephone Company, a subsidiary of Bell Atlantic. Diamond State forecasts that it will be able to meet the expanding communication needs of its Wilmington customers over the next twenty years.

4. **Police, Fire, and Emergency Services**

Police services are provided from the centrally located Public Safety Building in downtown Wilmington. The Community Policing Program has increased protection of the Browntown/Hedgeville area by reducing the size of the district of the assigned foot patrolman, thereby concentrating his or her attention on Browntown/Hedgeville.

Fire protection services are primarily provided by Station #1, located at Second and West Streets. In case of a serious fire, Station #6 on Union and Third Streets and the Five Points Volunteer Fire Company on Maryland Avenue also can be dispatched.

Ambulance service is primarily provided through Professional Ambulance, a private paramedic contractor. Rescue 2, the Fire Department's primary ambulance unit, also responds to medical emergencies when needed.

5. **Trash Collection**

The City of Wilmington provides residential trash collection on two mornings per week with solid waste being dumped at the Cherry Island Landfill. Residents may also arrange with the City for special removal of large items. Commercial property owners must contract with private collection services which are available locally.

B. **Recommended Changes**

Generally, the utilities and public services provided to Browntown/Hedgeville are adequate to meet the present and projected needs of most of this area. The projected development of Harbor Park, however, will create the need for extension and upgrading of utility and safety services. To this end, the City of Wilmington has committed \$1.5 million from its capital budget for water and sewer improvement in this area.

## **VI. PARKS AND RECREATION PLAN**

### **A. Current Conditions**

The Browntown/Hedgeville area contains five public parks (See Map J). They are as follows:

#### **1. Brown Park/ Eddie Cihocki Field**

This park covers 4.89 acres at the southern tip of the City and includes 1 baseball field, 1 basketball court, 6 pieces of playground equipment, 3 benches, and 1 picnic table.

#### **2. Canby Park**

This park, straddling the Wilmington/New Castle border, is located on 119 acres, 23 of which lie within Browntown/Hedgeville. The park contains 1 baseball field, 5 softball fields, 1 little league field, 2 football/soccer fields, 3 basketball courts, 2 tennis courts, 1 swimming pool, and several pieces of playground equipment.

#### **3. Kosciuszko Park**

This park covers approximately 7 acres and is located near the center of Browntown/Hedgeville. It contains 1 building, 1 pavilion, 1 basketball court, 1 tennis court, 14 pieces of playground equipment, and 17 benches.

#### **4. Michaels' Playground**

Covering 0.85 acres, this small park lies next to the railroad tracks in Browntown. On the premises are 1 basketball court, 7 pieces of playground equipment, 9 benches, and 1 picnic table.

#### **5. Pulaski Triangle**

The area's smallest park with only 0.25 acres, this park contains 8 benches.

B. Recommended Changes

A representative of the City's Department of Parks and Recreation reports that parkland in Browntown/Hedgeville is adequate; no major park alterations or additions, therefore, are planned. Maintenance and minor upgrading, however, will continue. As Browntown/Hedgeville looks to the future, however, the following issues should be considered:

1. **Riverfront North Park**

The consulting firm Hammer, Siler, George recommends the creation of a narrow linear park along the Christina from approximately Walnut Street to the Avenue of the Arts. Increased public access to the riverfront would help the area to reach its potential as a major activity center as detailed in the 1979 Waterfront Pilot Plan.

2. **General Waterfront Improvement**

Many properties along the waterfront are strewn with debris and blighted by overgrown vegetation which decreases the development and recreational value of this area. This problem is being addressed by the Delaware Department of Natural Resources and Environment Control which has made the clean-up of the Christina and its waterfront as its 1992 Earth Day project. The City should continue these efforts by surveying properties, citing property owners for violations, and requiring clean-up.

3. **Small Community Gardens**

Residents of Browntown have expressed interest in creating small gardens on vacant land in their neighborhood. They would like these small parks to become a community resource to teach children gardening and promote community involvement. The City could facilitate the establishment of such parks by helping to pinpoint potential sites, arranging the use of land with property owners, and coordinating the provision of technical assistance from the Wilmington Garden Center. It should be noted that the Department of Parks and Recreation reports that the City's experience with small neighborhood parks has been poor; "tot lots" built in the 1970s almost all became poorly maintained places for teenagers to congregate. The City, however, could still provide assistance if the idea of a community garden was met with much resident support.

## **VII. HISTORICAL AND CULTURAL RESOURCES PLAN**

Map K depicts the historic and cultural resources found in Browntown/Hedgeville.

### **A. Current Conditions**

The Browntown/Hedgeville area is endowed with several structures which attest to its rich history of residential, commercial, and industrial development. Those sites which are listed on the National Register are: the Anchorage, Public School #19, St. Hedwigs Roman Catholic Church, the Harlan and Hollingsworth Building, the Wilmington Amtrak Station, and the Wilmington Rail Viaduct.

The Browntown/Hedgeville area also contains several institutions which enhance the cultural life of its residents. Located near the Amtrak Station, the Delaware Theater Company is a Browntown/Hedgeville amenity which provides high quality dramatic performances to all of Wilmington. On the neighborhood level, the churches of Browntown/Hedgeville function as community centers; St. Hedwigs and St. Elizabeth's are the focal points of the neighborhoods in which they lie.

### **B. Recommended Changes**

The following sites and districts should be considered for listing on the National Register:

#### **1. The Baltimore and Ohio Railway Station**

This small 1888 railway station was designed by the noted architect, Frank Furness. Although it was determined eligible for the National Register in 1982, the station has never been officially listed because permission was not given by the property owner. Believing that the preservation and reuse of this handsome historic resource would greatly facilitate the development of the area between the railroad tracks and the Christina River, the City completed a feasibility study in 1990.

#### **2. 818 South Broom Street**

Built in 1899 to house a portion of the Wilmington Military Academy, this building was acquired by St. Elizabeth's Roman Catholic Church in 1908 for use as a church and rectory. The building is presently used as apartments and housing for the elderly.

3. **First Methodist Protestant Church**

Built in 1893, this building at the corner of 5th Avenue and Anchorage Street was the first church of the Methodist Protestants in Wilmington.

4. **George W. Bush House**

This house at 509 Clayton Street is a good example of the Queen Anne Style. It was built in 1894 by George W. Bush, a notable Wilmingtonian.

5. **St. Elizabeth's Roman Catholic Church**

Built in 1947, this neo-Italian Renaissance church has served for almost a half a century as a community focal point for the western portion of Browntown/Hedgeville.

6. **Browntown Historic District**

First settled in 1880 by factory workers, this row house neighborhood lies between Oak Street, Wright Street, Cedar Street, and Maryland Avenue. A great variety of row house types and decoration still exists in this area.

7. **Numbers 1-23 South Clayton Street**

These six pairs of semi-detached houses were built in 1887 to house middle class families.

8. **Hedgeville Polish Community Historic District**

The triangle of land formed by Linden Street, Franklin Street, and Maryland Avenue comprises this proposed district. The row houses, built between 1875 and 1890, originally housed English and German factory workers but quickly became filled with Poles moving from east Wilmington. The Hedgeville Poles established community institutions and many businesses as the neighborhood developed.

9. **Lancaster Avenue Industrial Workers Historic District**

Settled between 1860 and 1875, this area comprises the oldest standing neighborhood in Browntown. It is located between Lancaster Avenue, Linden Street, Maryland Avenue, and Broom Street. The area is strategically placed near the intersection of two major colonial roads: the Newport Pike and the Lancaster Pike.

10. **Canby Park Estates Historic District**

This area of row houses was built in 1946 and serves as a notable example of post-World War II planned, curvilinear residential development.

## **VIII. SPECIAL COMMUNITY ISSUES**

The public hearings held in conjunction with the preparation of this plan brought to light the following issues which are not addressed through the comprehensive planning process but warrant the City's concern, monitoring, and action:

### **A. Public Safety**

The major concern expressed by Browntown/Hedgeville residents at public meetings was community safety. Areas of special concern are the Canby Pool and the area surrounding the Bayard Middle School where residents suspect drug activity. One recent City initiative to create a safer neighborhood was the loan of a video recorder to a neighborhood leader to videotape drug activity for use by police. Residents also noted the increased protection of Browntown/Hedgeville through the Community Policing Program but would like to see even more police protection of their neighborhoods. The annual citywide budgeting process and capital improvements program are methods of further addressing these requests for increased neighborhood safety.

### **B. Bridge House**

This State-owned facility, located in southern Browntown, was once a boys' correctional facility but presently lies vacant. Area residents are highly concerned about what will be housed in the building in the future or how the parcel might be developed. The State currently has legislation pending which would cede the property to the City. Regardless of State or City ownership, the City must work to ensure that a compatible and innocuous use moves into this facility or is developed on the site.

### **C. Baseball Stadium**

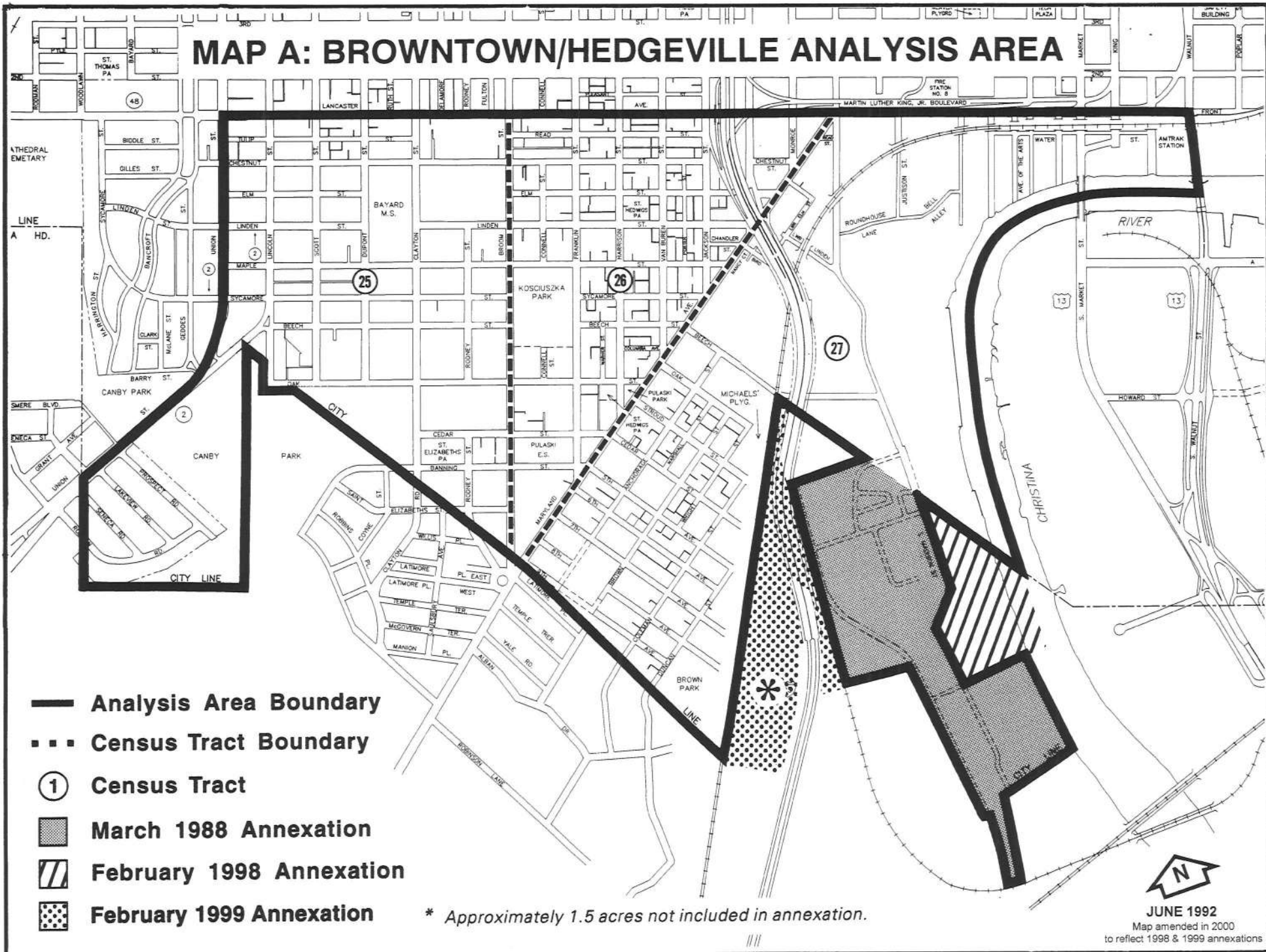
A minor league baseball stadium is planned for the annexed portion of land at the City's southern border. The City must rigorously monitor the development and operation of this enterprise to ensure that there are no adverse effects on the Browntown community such as traffic and noise.



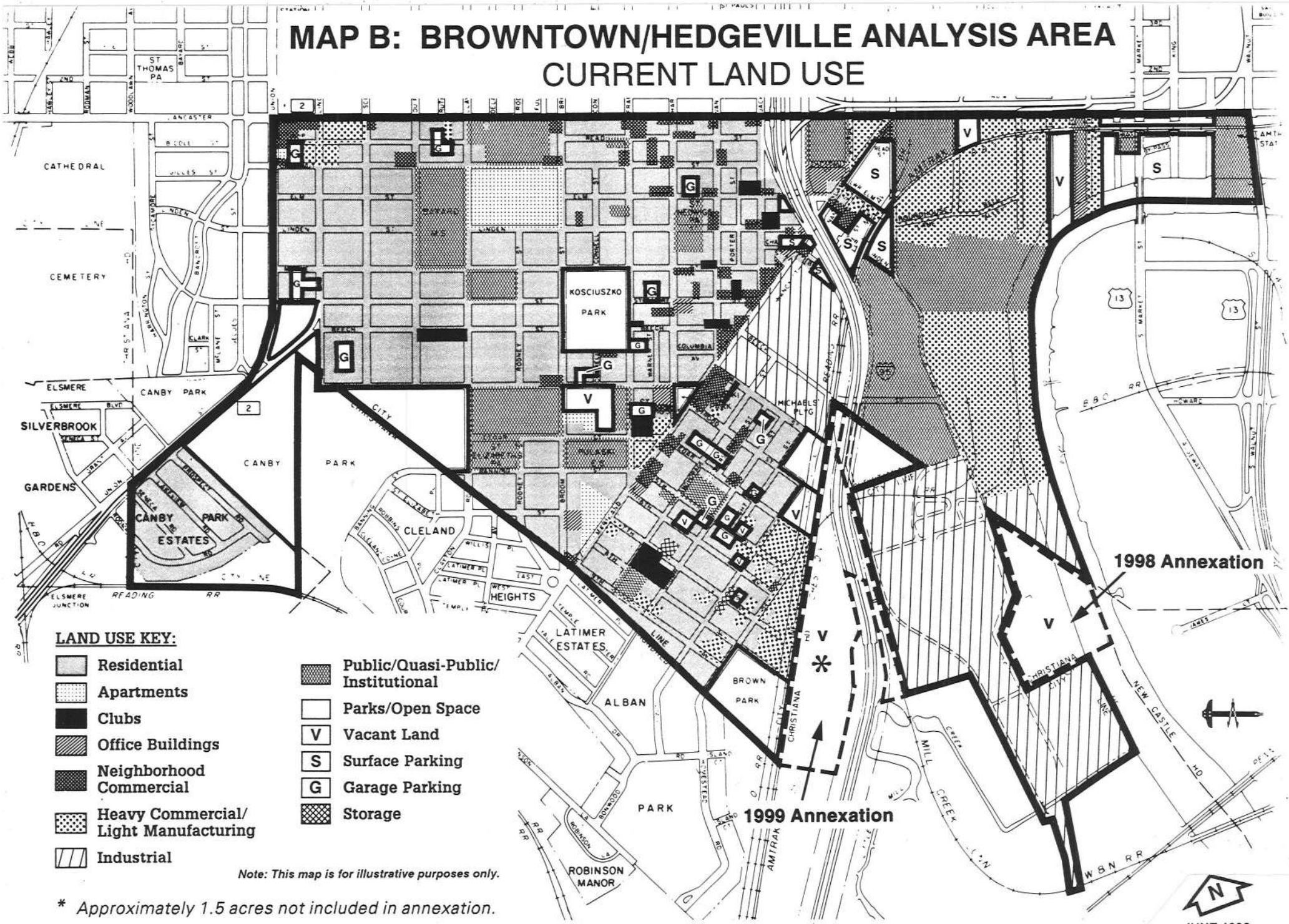
## **APPENDIX**

### **Maps A-K**

# MAP A: BROWNTOWN/HEDGEVILLE ANALYSIS AREA



# MAP B: BROWNTOWN/HEDGEVILLE ANALYSIS AREA CURRENT LAND USE



**MAP C: BROWNTOWN/HEDGEVILLE ANALYSIS AREA**

**Floodway Fringe**

**Area Annexed (1999)**

\* Approximately 1.5 acres not included in annexation.

**JUNE 1992**  
Map amended in 2000  
to reflect 1998 & 1999 annexations

## Floodway Fringe

--- **Area Annexed (1999)**

\* Approximately 1.5 acres not included in annexation.

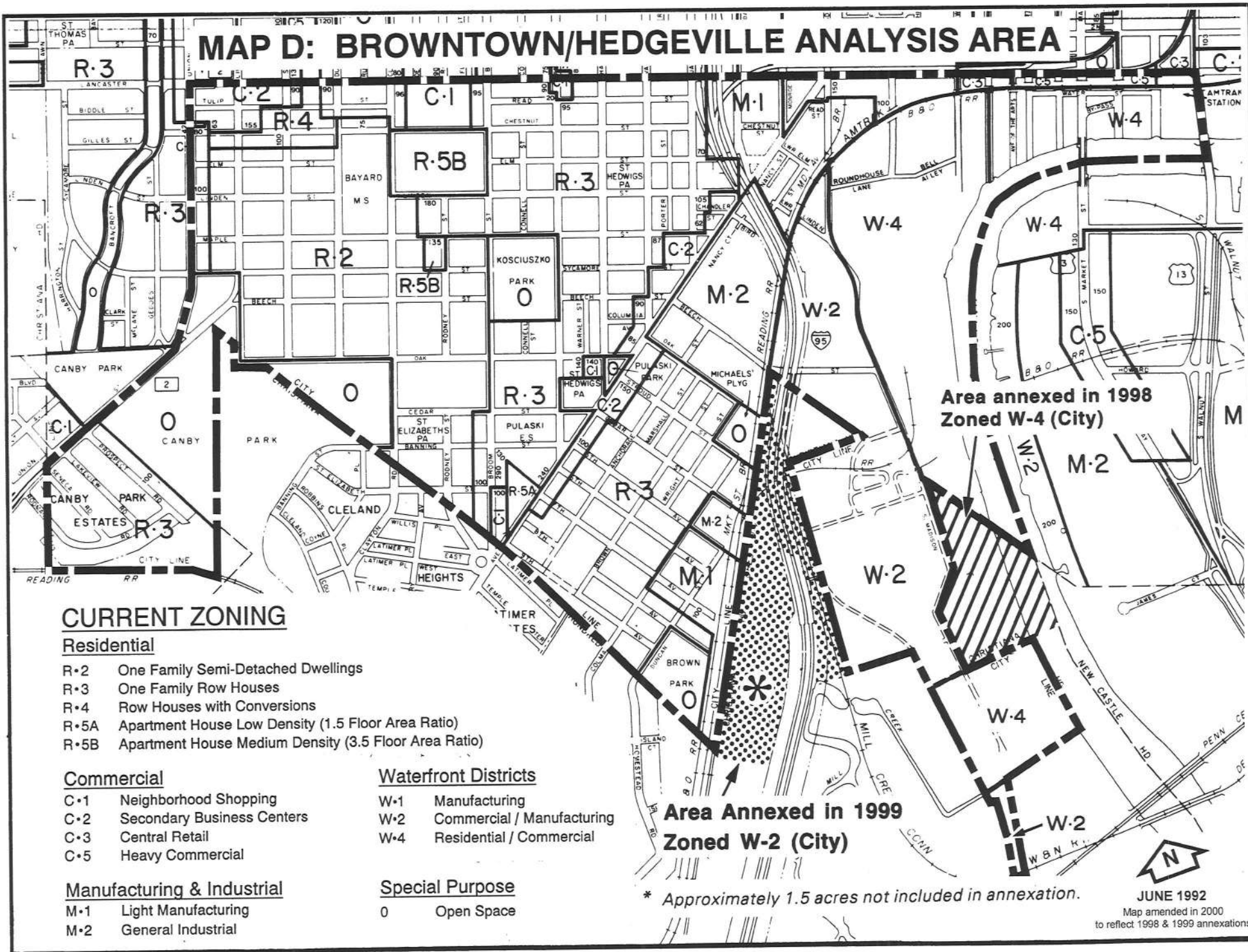


JUNE 1992

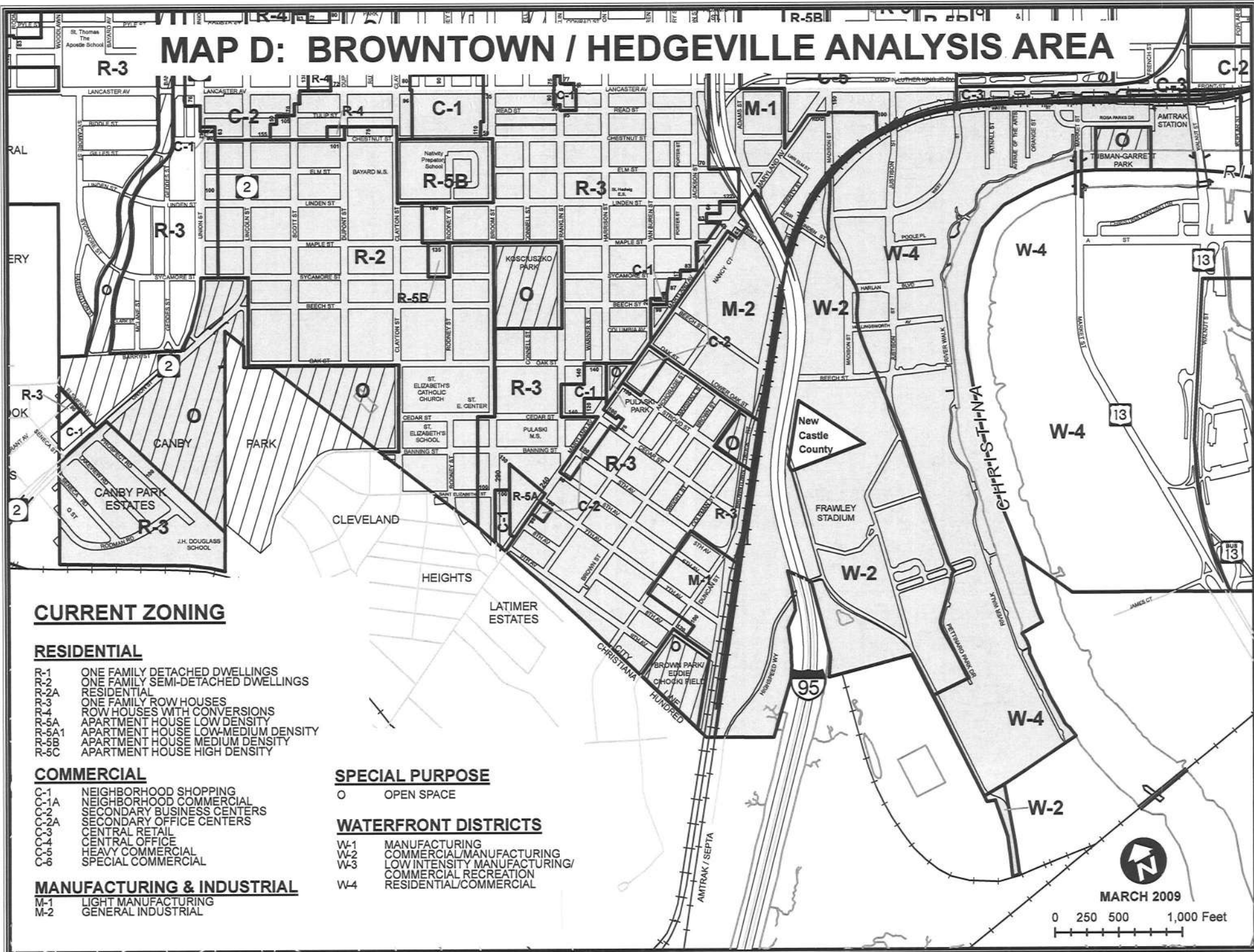
Map amended in 2000  
to reflect 1998 & 1999 annexations



# MAP D: BROWNTOWN/HEDGEVILLE ANALYSIS AREA



# MAP D: BROWNTOWN / HEDGEVILLE ANALYSIS AREA



## CURRENT ZONING

### RESIDENTIAL

- R-1 ONE FAMILY DETACHED DWELLINGS
- R-2 ONE FAMILY SEMI-DETACHED DWELLINGS
- R-2A RESIDENTIAL
- R-3 ONE FAMILY ROW HOUSES
- R-4 ROW HOUSES WITH CONVERSIONS
- R-5A APARTMENT HOUSE LOW DENSITY
- R-5A1 APARTMENT HOUSE LOW-MEDIUM DENSITY
- R-5B APARTMENT HOUSE MEDIUM DENSITY
- R-5C APARTMENT HOUSE HIGH DENSITY

### COMMERCIAL

- C-1 NEIGHBORHOOD SHOPPING
- C-1A NEIGHBORHOOD COMMERCIAL
- C-2 SECONDARY BUSINESS CENTERS
- C-2A SECONDARY OFFICE CENTERS
- C-3 CENTRAL RETAIL
- C-4 CENTRAL OFFICE
- C-5 HEAVY COMMERCIAL
- C-6 SPECIAL COMMERCIAL

### MANUFACTURING & INDUSTRIAL

- M-1 LIGHT MANUFACTURING
- M-2 GENERAL INDUSTRIAL

### SPECIAL PURPOSE

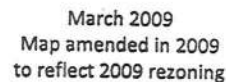
- O OPEN SPACE

### WATERFRONT DISTRICTS

- W-1 MANUFACTURING
- W-2 COMMERCIAL/MANUFACTURING
- W-3 LOW INTENSITY MANUFACTURING/COMMERCIAL RECREATION
- W-4 RESIDENTIAL/COMMERCIAL



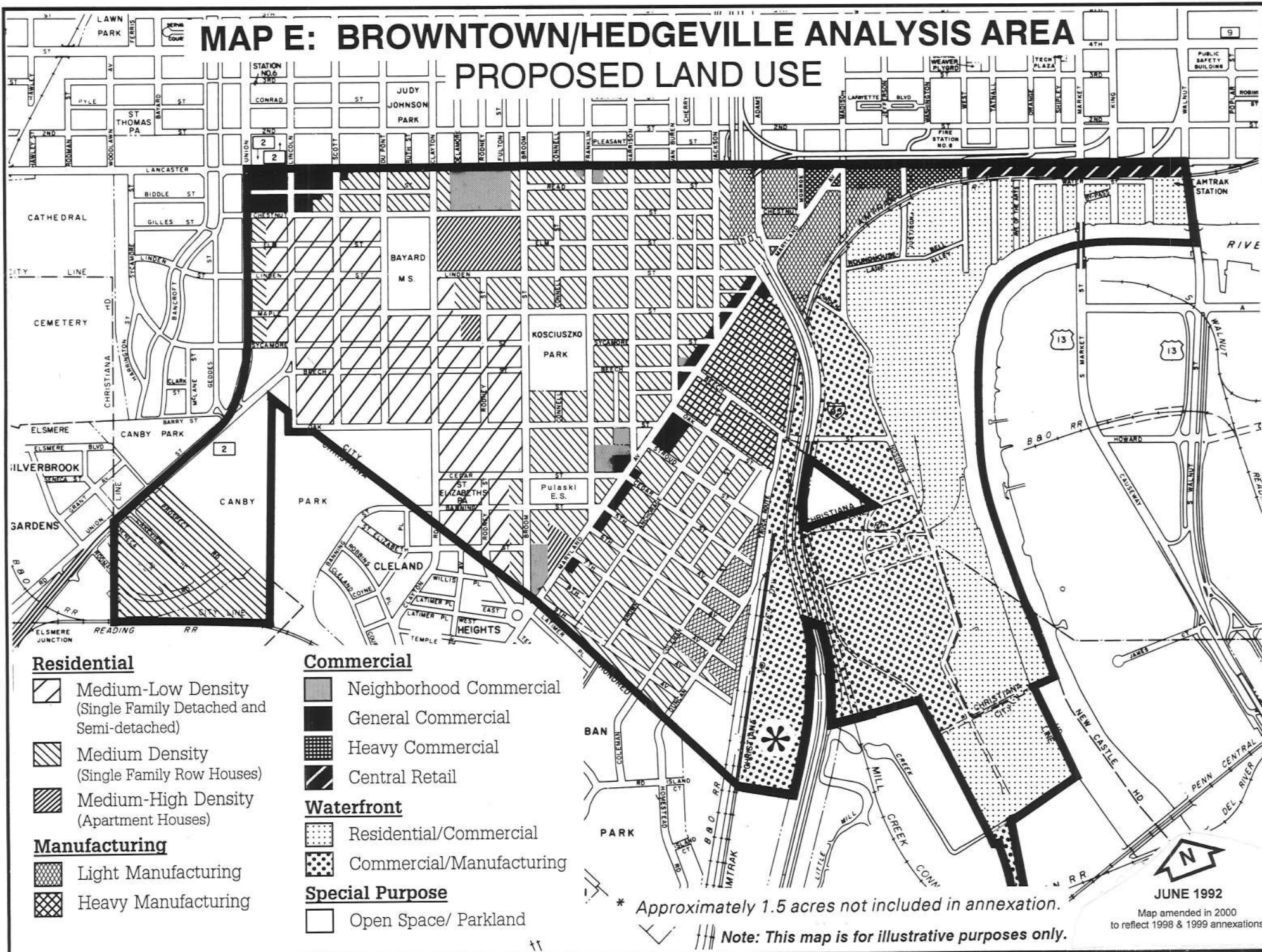
## PROPOSED LAND USE





# MAP E: BROWNTOWN/HEDGEVILLE ANALYSIS AREA

## PROPOSED LAND USE



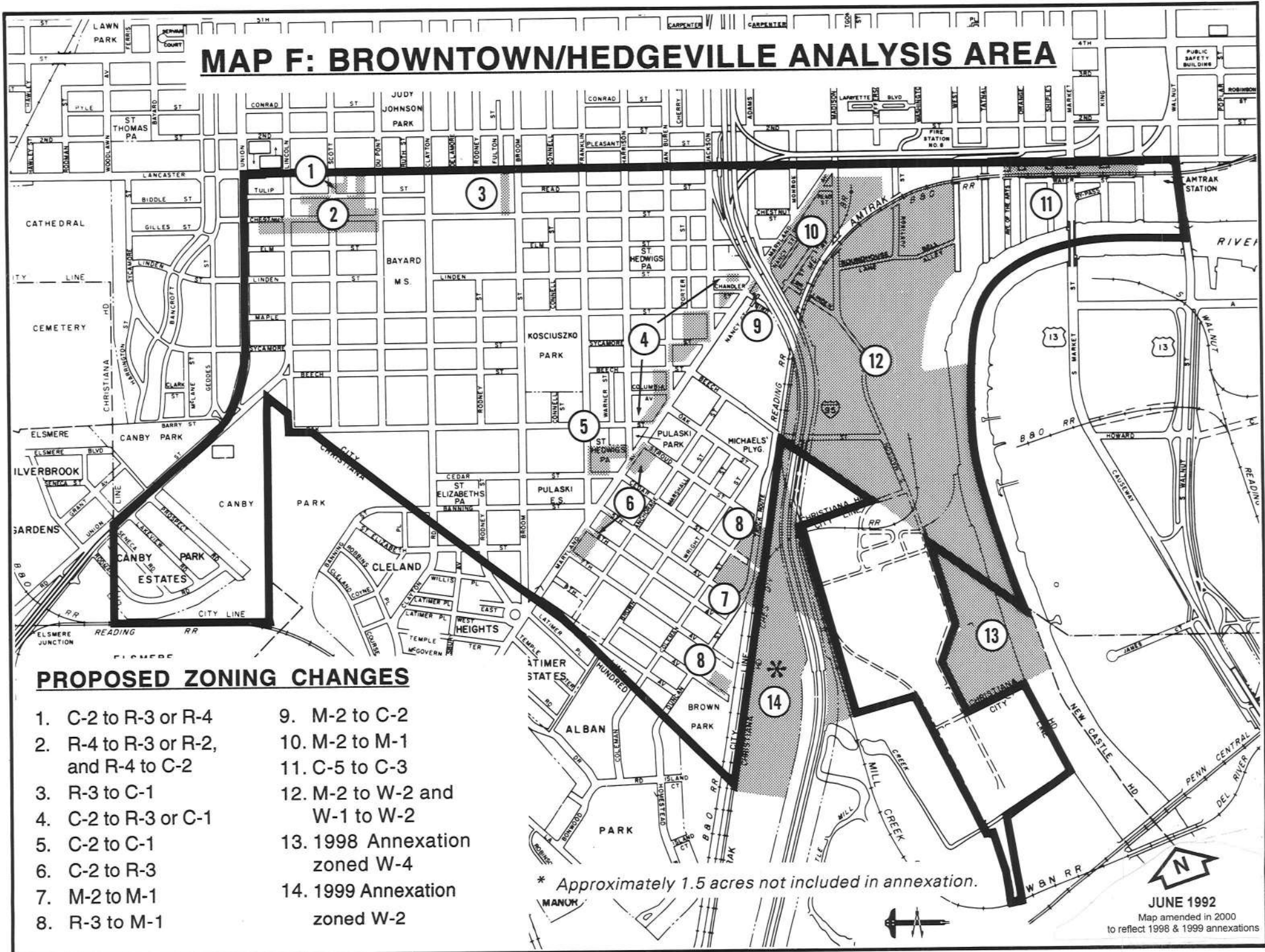
\* Approximately 1.5 acres not included in annexation.

Note: This map is for illustrative purposes only.

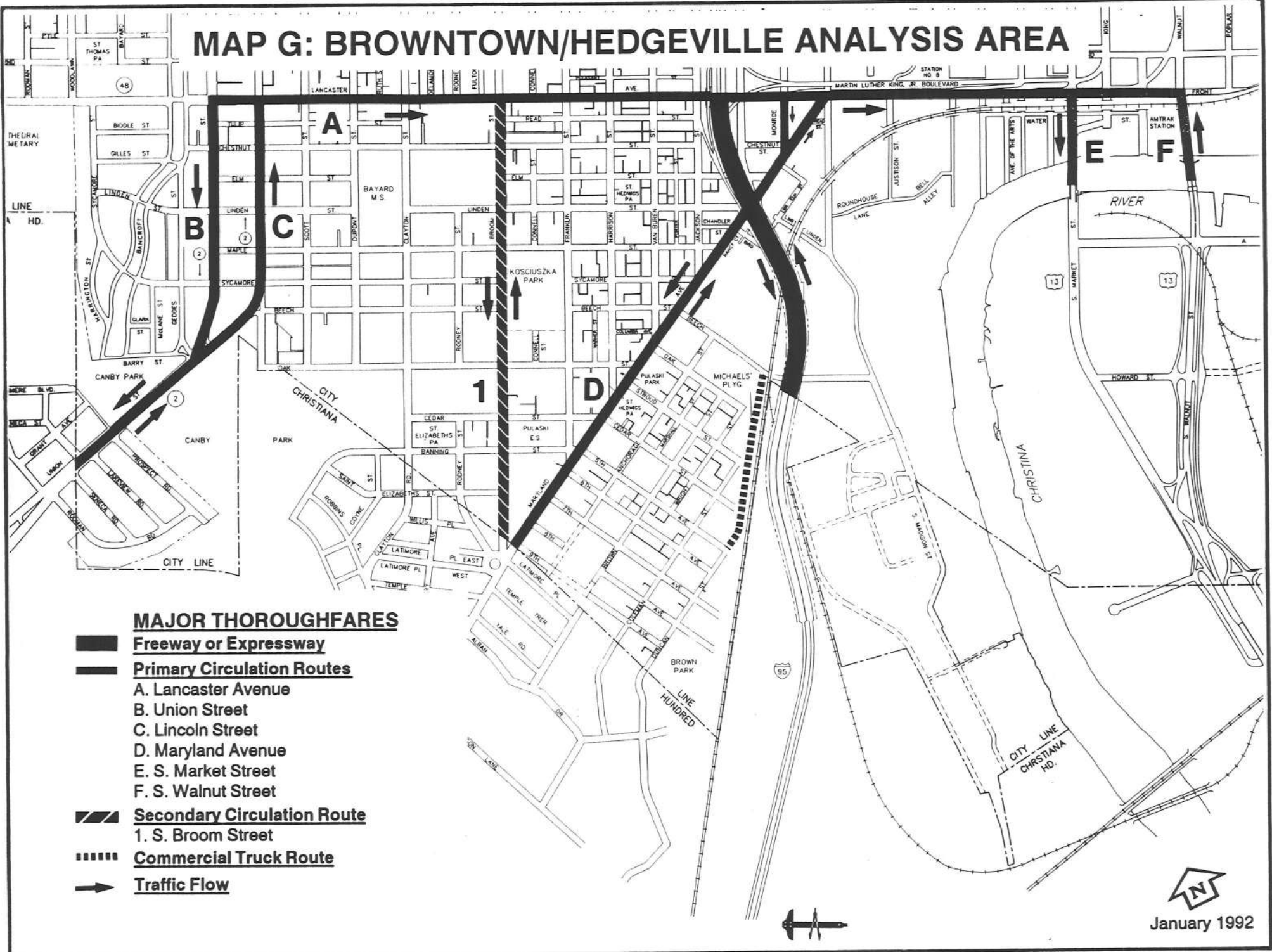
JUNE 1992

Map amended in 2000  
to reflect 1998 & 1999 annexations

# MAP F: BROWNTOWN/HEDGEVILLE ANALYSIS AREA

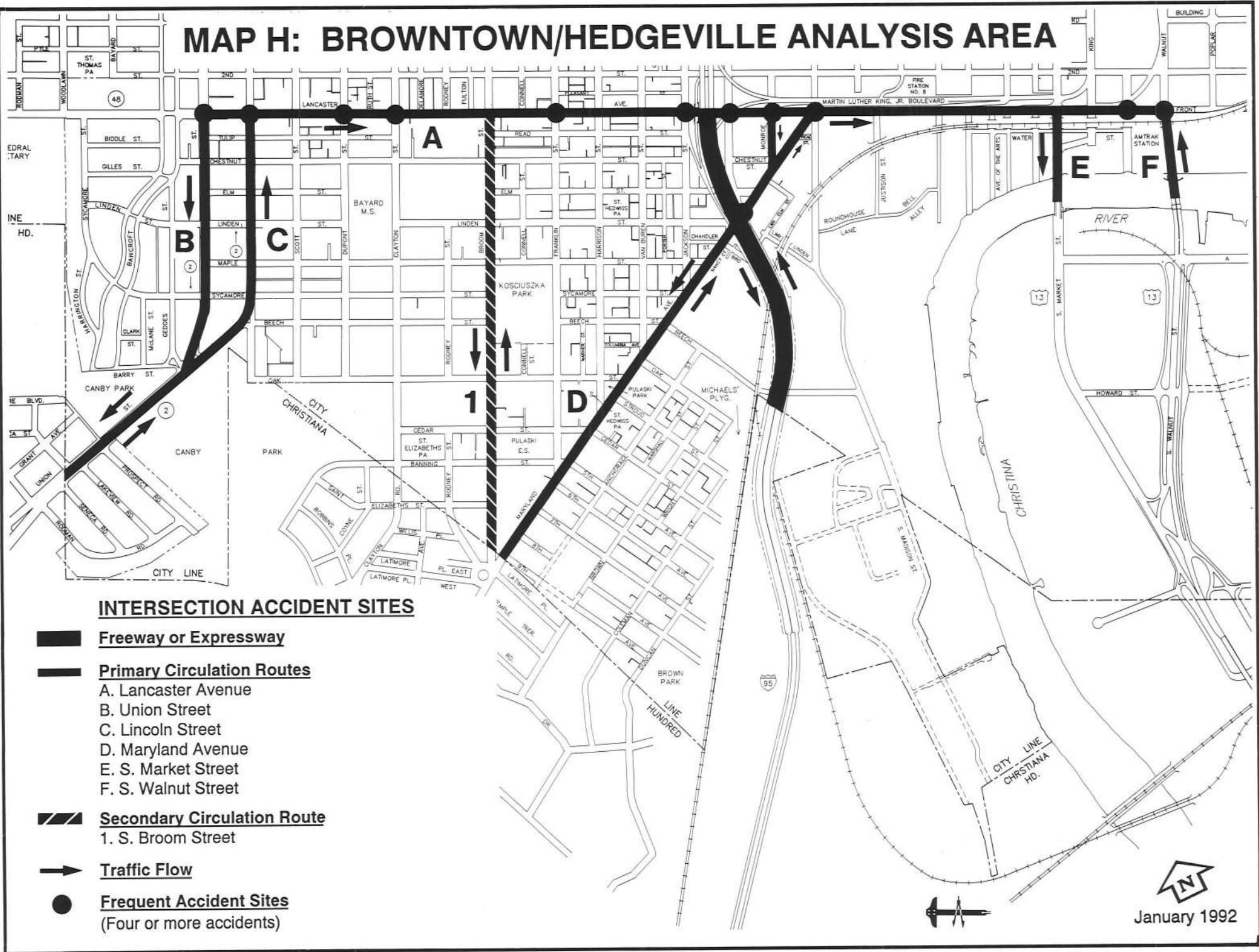


# MAP G: BROWNTOWN/HEDGEVILLE ANALYSIS AREA

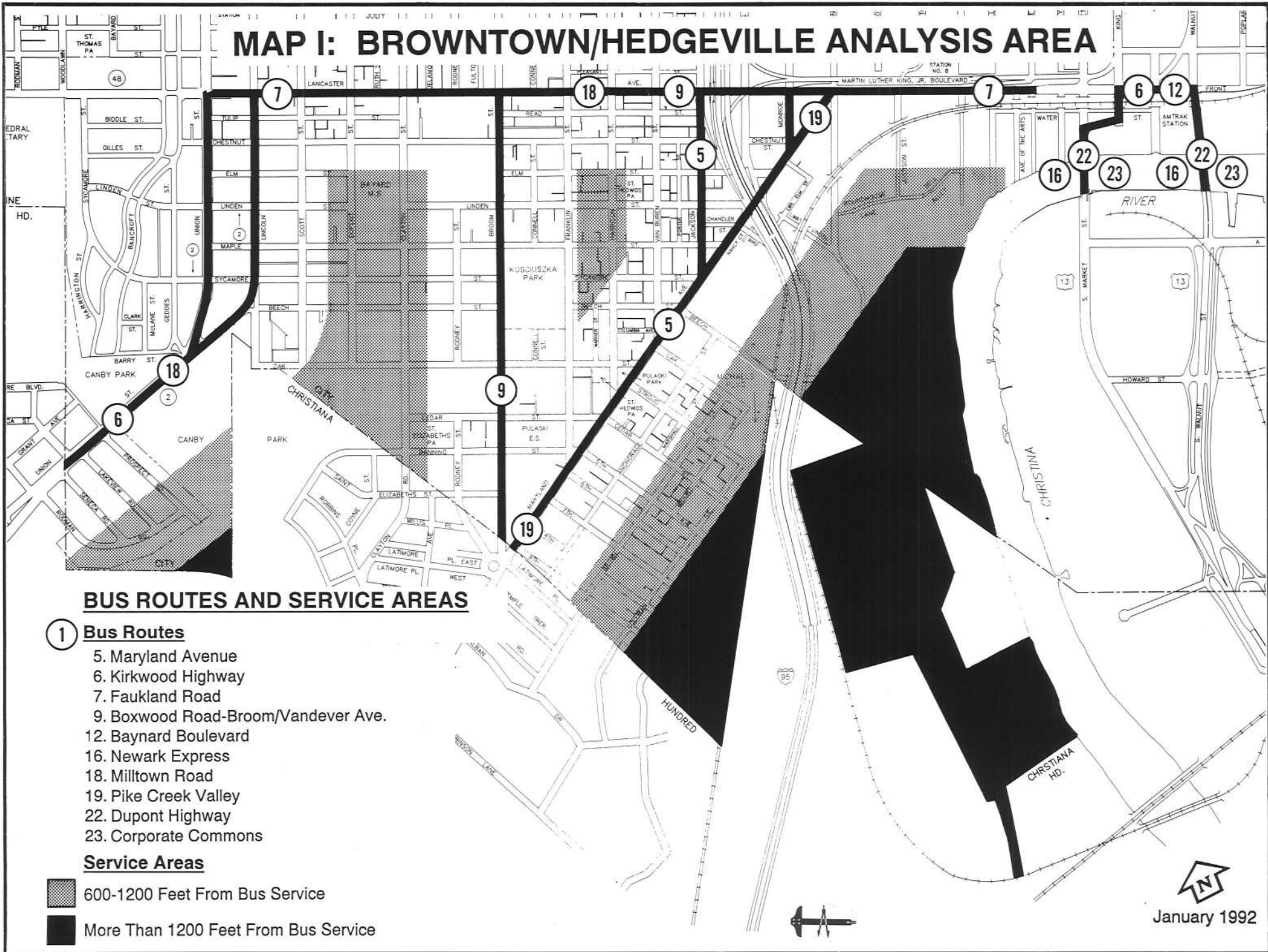




# MAP H: BROWNTOWN/HEDGEVILLE ANALYSIS AREA

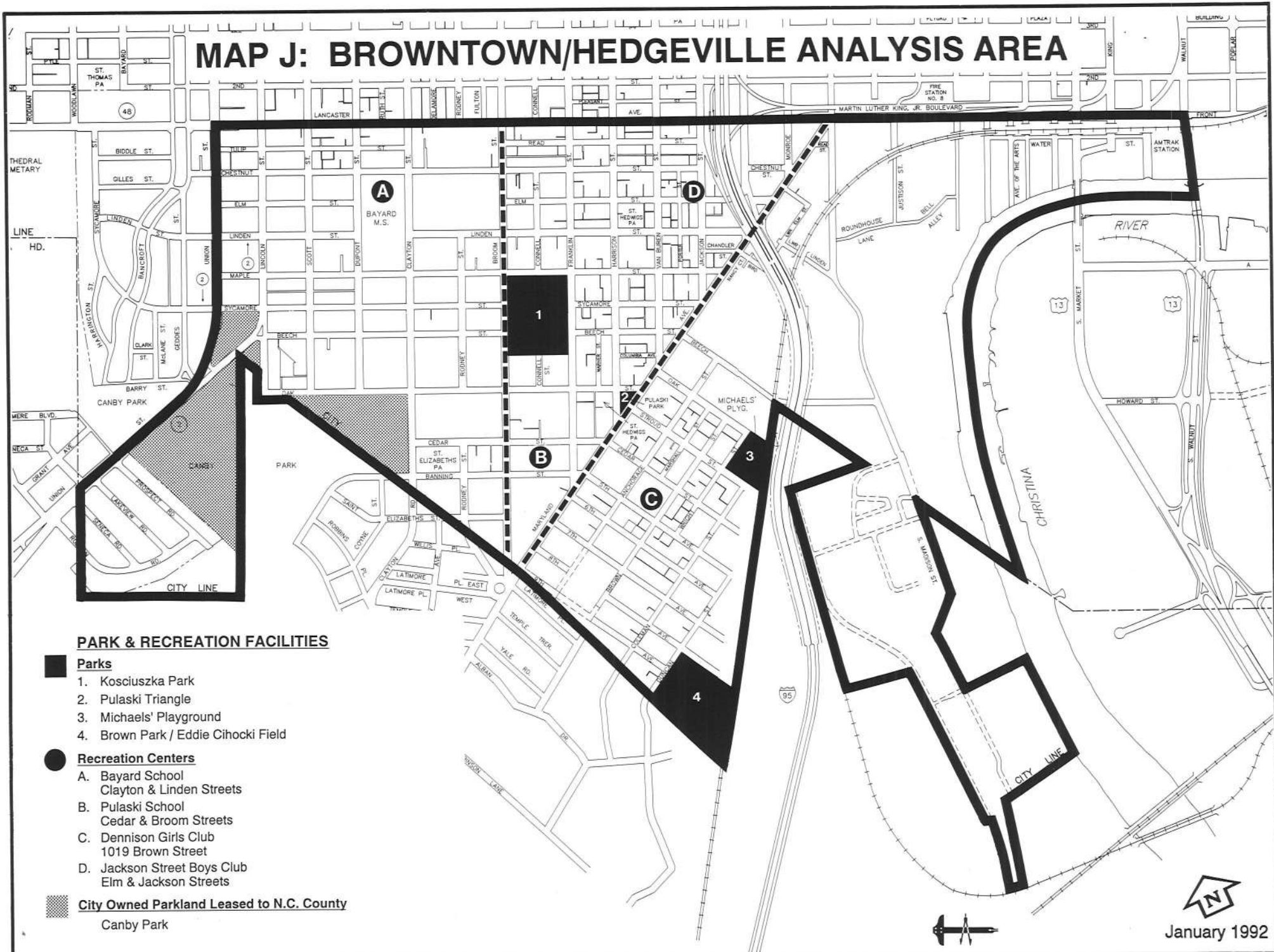


# MAP I: BROWNTOWN/HEDGEVILLE ANALYSIS AREA



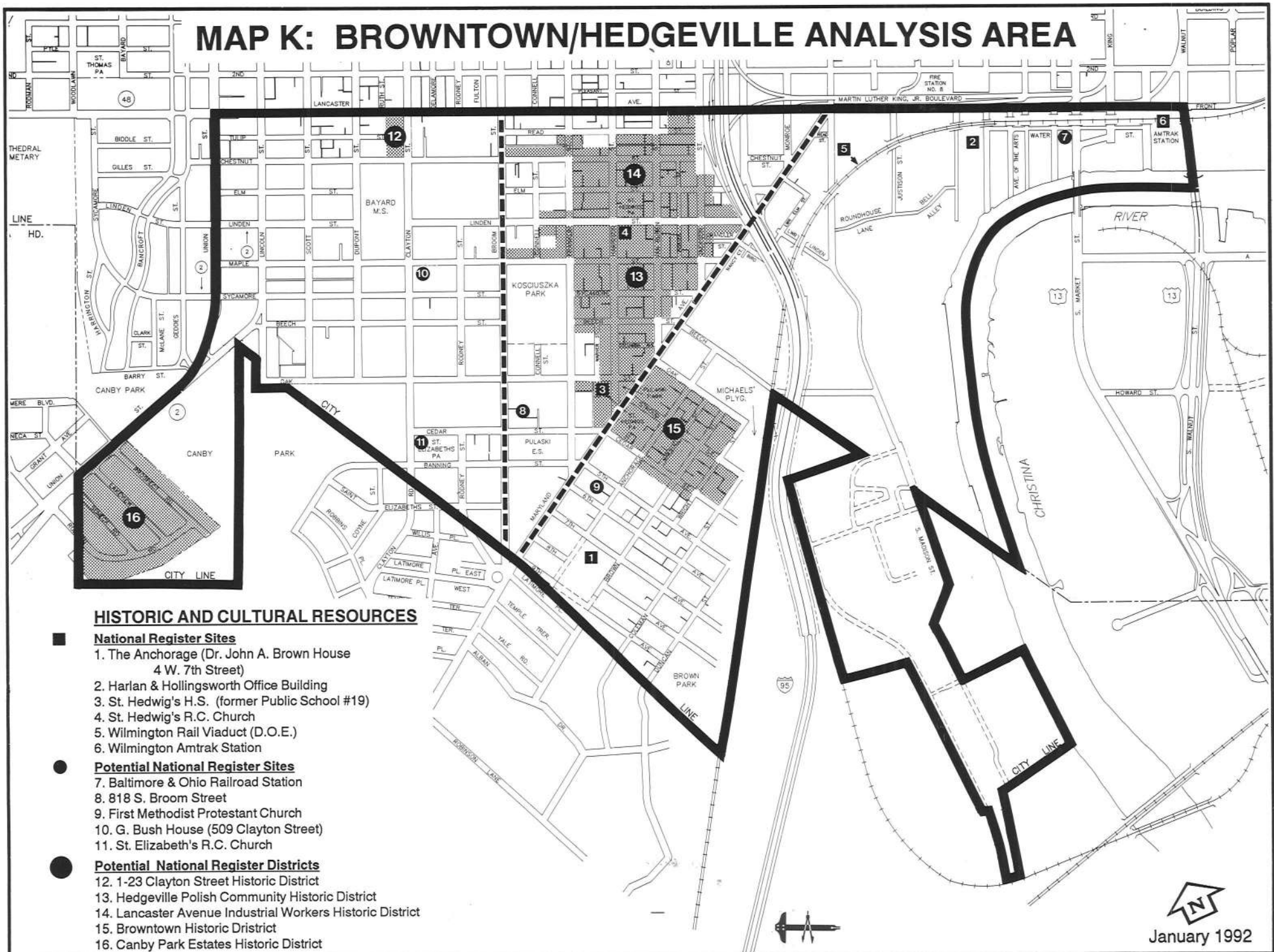
January 1992

# MAP J: BROWNTOWN/HEDGEVILLE ANALYSIS AREA



January 1992

# MAP K: BROWNTOWN/HEDGEVILLE ANALYSIS AREA



January 1992